

APPENDIX B - INSTRUMENT FLIGHT PROCEDURES

B.1 - PURPOSE

Establish procedures and requirements for the initial qualification and annual re-qualification of the CA ARNG aviators in instrument flight. All training will be conducted IAW Fm 1-240, NGR 95-1, AR 95-1, and the aircraft ATM.

B.2 - GENERAL

B.2.1 - EVALUATIONS

B.2.1.1 - Initial Evaluation

Initial instrument evaluation is accomplished in the actual aircraft or the SFTS.

B.2.1.2 - Annual Evaluation

1. Aviators must complete an annual instrument evaluation IAW the appropriate ATM and AR 95-1 during designated APART quarter. These evaluations may be completed in the simulator or the actual aircraft.
2. Flight evaluations under IMC are encouraged if the aircraft is authorized for IMC flight. During IMC flight, all instruments and communications equipment in the cockpit will be kept in the ON position and immediately available for use.

B.2.1.3 - Pilot Requirements

A co-pilot is required for all hooded flights except the OH-58 aircraft where a qualified observer on current flight status is occupying the co-pilot's position. The observer or co-pilot must be able to see the ground at all times and must watch for other aircraft all times.

The aviator of an OH-58 aircraft may file and fly IFR flight plans if the aircraft will remain VMC throughout the flight.

B.3 - INSTRUMENT FLIGHT PROCEDURES

B.3.1 - QUALIFICATION AND REFRESHER TRAINING

Instrument qualification and refresher training will be conducted IAW the appropriate ATM.

B.3.2 - FLIGHT PLANS

All IFR flight plans will be reviewed and approved by the Duty Officer prior to being filed with the ATC system. NOTAMS and weather should be briefed back to the Operations Officer. Aircraft on an RON, or a long cross country flight, will only change the briefing for purposes or fuel stops, ATC preference, and avoidance of adverse weather. If major changes are required, the pilot-in-command will contact the Facility.

B.3.3 - VFR FLIGHTS

Aircraft will not be allowed to perform the mission VFR unless:

1. The aircraft is equipped to meet IMC requirements stated in AR 95-1.

2. Both pilots have coordinated with each other the actions they will take prior to entering marginal VFR weather. It is imperative that pilots agree to turn back or land prior to encountering weather such that IMC flight is required. If the decision is not made to avoid IMC weather then an instrument flight plan will be filed and flown from the departure point or the mission canceled prior to departure.

B.3.4 - INADVERTENT IMC

Due to the varied terrain throughout the local flying area and the extreme high density of air traffic in parts of the area, it is impractical to devise specific headings or altitudes for use by a pilot encountering IMC. Pilots should at all times be familiar with their position, and be cognizant of the minimum safe altitudes in the vicinity of their position. Pilots should be monitoring the local ATC frequency, or have the Air Route Traffic Control Center frequency immediately available so that if inadvertent IMC is imminent, a call for an IFR clearance can be made prior to entering IMC.